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[a1362]

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[a1819-5]

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[a49]

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30TH JUNE, 1904.

ARE the Japanese the "lost ten tribes of Israel"? This strange question seems to be commanding no small amount of attention in Russia just now. A paragraph in a London contemporary refers to the subject in these terms:—"The highly fanciful theory has been started in Russia that the Japanese are the lost ten tribes. The idea would be grotesque were it not that the anti-Semitic Press has seized hold of it and is using it as a means for stirring up a new anti-Jewish outbreak. Not only does the *Norok Freya* back the theory for 'all it is worth, but day after day it declares that the Jews of Russia are sending money and cruisers to their now-found brethren of Japan. There is, unfortunately, no story too ridiculous for Russian popular consumption at the present moment, and there is some misgiving in Jewish circles at home as to the effect of this new campaign."

To be sure the notion of the Japanese being of Hebrew descent does appear extremely grotesque; but the theory is not so new as the writer of the paragraph quoted above hastily assumes. Nor did the idea originate in Russia. Thirty years ago an English, or rather Scottish, Missionary—for his name was McLendon—propounded the theory in a badly-written and equally ill-printed book issued from a Nagasaki printing office. It was a work which the author states in the preface was "the result of much personal research and observation," and it was to be followed by a work of twelve volumes in which "a more accurate and detailed account of the origin of the Japanese, with a description of their Jewish belongings," would be given, but we are not aware that a publisher was found for those twelve volumes, or indeed whether they were ever written.

We had imagined that the author of this Quixotic little volume entitled *Epitome of the Ancient History of Japan* was entirely singular in his beliefs, and we are not a little surprised to observe that this somewhat whimsical theory of the origin of the Japanese has been propagated in Russia and is apparently meeting with acceptance in unexpected quarters. If it ever met with any acceptance among the missionaries in Japan, as the publication of a book dedicated by one missionary to another would seem to suggest, the idea has long since been given up as untenable. Nevertheless, in view of the attraction the idea possesses for the Anti-Semitic party in Russia, it will interest many readers to know something of the grounds on which the theory is based. It is, in the first place, declared that the Empire of Japan is peopled principally by three separate races, viz: (1) the Aino race, the aborigines of the north; (2) a little race (of Malay extraction) described as the aborigines of the south; and (3) the Jewish race, who are represented as "the descendants of the princes, samurai and people of JIMMU TENNO." The author claims that the ethnology and "all their belongings" prove the Japanese to be the descendants of SHIM, HAM, and JAPHET. The descendants of JAPHET are the Ainos; the Jewish race are referred to as the descendants of SHIM; while the little race must be set down as the descendants of HAM. We are naturally interested to discover in the first place how this alleged Jewish race which the author discovered in Japan travelled so far away from the land of Israel, and it is needless to say Mr. McLendon is not very convincing on this point. It is understood that the somewhat involved and incoherent statements in the book might, the lost Jewish tribes who had been "imprisoned in building the castellated cities of the Moles" occupied China and Korea in their progress across the continent of Asia, and reached Japan about 650 B.C. and it is to this conquering race, he argues, that the country owes its castles. Ancient pictures represent the princes of JIMMU TENNO "clad in the ancient armour of Assyria and Media and shod like the Princes of Israel with badger skins; they are represented wearing the tachi or Persian sword, and some have the spear formerly worn by the ancient Median infantry." Other ancient pictures, both Chinese and Japanese, show Jewish belongings, he says, mentioning among others Jewish temple instruments and weapons of war, while the physiognomy of the people in these pictures he declares to be peculiarly Jewish. There is much quotation from the Bible, including the Apocrypha intended to confirm—or had we better not say bolster up?—the theory which the author sets himself to establish. Thus we are told that, as it is written in 11 Kings xvii, 14, 15, 16, these lost tribes forsook the Lord their God, broke the covenant he made with their fathers, and did as the heathen around them. The fact that the Japanese have not retained the Jewish religion is accordingly taken as proof of their identity with the lost tribes. That they have completely lost the Hebrew language is accounted for by the statement that when the tribes of Judah and Benjamin returned from captivity they had completely lost their mother tongue after an absence of seventy years; and as to the absence of Jewish names in Japan, the explanation is offered that the captive Israelites of the tribe of Judah were given Chaldean names. We get in the book also the Japanese account of the pedigree of the MIKADO and his nobles compared with that of EMURAM and MANASSEH, and the mythological history of Japan is also compared with Biblical records, all proving to the satisfaction of the author the truth of his contention that the Japanese are descendants of the lost tribes of Israel. With regard to the ethnological evidence—of which most people who have dwelt a lifetime in Japan will, we venture to think, have found not a trace—we are asked to take note that when the tribes of Judah and Benjamin returned to the Holy Land they were accompanied by twelve thousand of the children of the ten tribes of Israel who had not worshipped the golden calves and who kept the covenant of circumcision. It is among the descendants of these that the author claims to have discovered the missing link in the ethnological evidence.

This fairly covers the general scheme of the book, but just now, when the world is speculating as to the future political complexion of Asia, we ought not to omit mentioning the author's prophecy that "the probability is China, Japan and Korea will again be united under the power of the Jewish race, with the Emperor of Japan at their head, as he can doubtless claim to be the head of the house of EMURAM, and as such has the best right to the title of TSKANI." So far as we are aware no authority on Japanese early history lends any countenance to the views put forward in this book, of which not many copies probably now exist, but in view of the recognition of the Japanese as Jews by the Anti-Semitic organisations of Russia this *resumé* of the grounds on which this theory of Japanese origin is based may not be found altogether uninteresting.

The Douglas s.s. *Hawes* is in dock at Kowloon undergoing an overhaul.

Seven cases of plague were notified yesterday, the year's total having now reached to 367.

Prince Adalbert (third son of the Kaiser), who recently passed through Hongkong, had an interview with the Emperor of China at Peking last month.

A memorial to Yermak, the conqueror of Siberia, was unveiled recently with great ceremony at Novo Telchinsk, the chief town of the territory of the Don Cossacks.

The local agents for the procuring of coolies for the Rand are said to be having some difficulty in getting labourers. The camp at Laichikok is not very full at present.

The census returns show that the white population of Natal numbers 97,109 and the Indian population 100,916. The Kaffirs, inclusive of native areas, are estimated at about a million.

At the 35th international convention of the Y.M.C.A. in Buffalo, N.J., last month, representatives were present from every state and territory in the Union, Canada, China and Japan.

The Russian Academy of Sciences has offered 5,000 roubles for the discovery of the missing Russian polar explorer, Baron Toll, and 2,500 roubles for the finding of the first undisputed traces of his expedition.

The district attorney of Brooklyn, U.S.A., has refused to accept the local judge's decision in favour of Sunday baseball, and has appealed against it to a higher court. This should give pause to the Hongkong Golf Club.

Sergeant Perkins of the Police, who had his foot seriously injured while on duty with the Fire Brigade at the golden fire at Kowloon, is progressing favourably, and it is hoped will be able to leave hospital in the course of a week or two.

Inspector Donald J. McKenzie, of the Sanitary Department, has been transferred temporarily to the service of the Witraters and Mining Syndicate for the supervision of the coolie camp at Laichikok. In all probability he will accompany one or other of the transports to South Africa in the near future.

In forty-eight hours, from 10 a.m. on Monday to 10 a.m. yesterday the rainfall was 5.04 inches according to the observations taken at the Observatory. At Tiatan the fall was 7.26 inches and at Pokfulam 5.17 inches. Since Monday the reservoirs of the Colony have probably received about one hundred million gallons of water.

The fact that the Empress Dowager of China has decided to sit for her photograph may not be due to the war, but the event possesses a significance not to be ignored, inasmuch as it has never happened before. It is a Japanese photographer, moreover, who has been asked to take the picture. It may at least be true that Japanese military success against the Russians has immensely increased Japanese prestige at Peking, leading directly to the triumph of Japanese photography over the photography of the rest of the world.

The last sketch made by Verestchagin at Port Arthur has been secured and despatched to St. Petersburg. It was made the day before the catastrophe to the *Petrovsk*, and is said to be a life-like representation in black and white of Admiral Murov and his Chief of the Staff Rear-Admiral Mollas, who also went down with the ill-fated battleship. Admiral Murov is portrayed in the act of an earnest consultation with Rear-Admiral Mollas. The expression of the features of both the late officers is said to convey very plainly the gravity of the position under consultation. One is not surprised to learn that a very high value is placed on this last product of the pencil of the distinguished Russian battle-scene painter, made, as it was, under such tragic circumstances.

The Municipal rates at Singapore amount to 14 per cent., 11 per cent. being the general rate and 3 per cent. the water rate. The legal limit appears to be 15 per cent. It may interest Hongkong taxpayers—as it must certainly have interested those of Singapore—to read the following expression of opinion by the new Governor (Sir John Anderson) in the course of a debate on municipal expenditures, which raised the argument that further borrowing powers were needed. Sir John Anderson is reported as saying that he thought 14 per cent. for all municipal purposes including water was an excellent reason why they should fix the limit at 20 per cent. He had had some acquaintance with other Municipalities and he thought if they went to what was regarded as the more favoured country of England, if they found any place where they got their water and their municipal rate at less than 30 per cent., well, he would like to know where it was.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

## THE LATE ARCHBISHOP GUIDI.

MANILA, 29th June.

The remains of Archbishop Guidi, the Papal delegate to the Philippines, were borne to the Cathedral this afternoon to lie there in state until Friday.

A Requiem Mass was conducted by Archbishop Harty assisted by three American Bishops.

[REUTER'S SERVICE.]

## THE KING IN GERMANY.

LONDON, 27th June.

The King has conferred the Grand Cross of the Victoria Order on Baron von Richthofen, the German Minister for Foreign Affairs.

## SUPREME COURT.

Wednesday, 29th June.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

IN BANKRUPTCY.

THE PO FUNG BANK.

Upon the application of the Official Receiver, the Court had ordered that an issue be tried as to whether Lo Yuk Shang, Kwong Kien Tong, and Kwong Yik Lam were partners in the Po Fung Bank at the date of the petition in bankruptcy being filed, or at such other date as the Court may determine.

Mr. M. W. Slade, barrister (instructed by Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacons), appeared for the men alleged to be partners in the bank; and other agents appearing were Mr. J. Hastings, solicitor; Mr. S. W. Tso, solicitor; and Mr. O. D. Thomson, solicitor.

The evidence in the case was concluded, and an adjournment was afterwards made until this forenoon.

## CANTON.

[FROM A CORRESPONDENT.]

CANTON, 27th June.

THE DRAGON FESTIVAL.

Notwithstanding the official notifications which the Naniho and the Pan Yui magistrates have issued annually to prohibit the dragon boat races, still the celebration of the feast of the 5th day of the 5th moon was kept up merrily and well attended, and the long narrow dragon boats to the number of about thirty this year, had come from the different villages in the vicinity of Canton to the Pearl River for the races. Nearly all these boats were of the same type, with drums, gongs, banners, pilots and rowers keeping up a continuous yelling and beating drums and gongs. In one boat there was one fellow dressed as a mandarin to represent the ex-Naniho magistrate Pui carrying an opium pipe and a bag containing dollars, and another boat, which was considerably larger, carried a paper lion, and a foreigner wearing a mask with a big nose dancing and playing about with the lion. The spectacle attracted a great number of people, and flower boats crowded the upper and lower part of the river. As the dragon boats arrived at each station they received their prizes, consisting of a pair of geese, two jars of sausage, and a silk banner. This year, as they went to Wong Chik Kee to chin-chin the mother-dragon, they did not fight as they have done in previous years. Perhaps the Viceroy has inspired them with fear of the consequences.

THE EXTRADITION CASE AT MACAO.

Re the question of the extradition of the ex-Naniho magistrate Pui King Fok, the late Prefect Shum and the two district magistrates Yow and Lao have returned from Macao to Canton and reported that the Portuguese authorities have concluded the investigation and are perfectly convinced of the guilt of Pui, and that a gunboat is lying in wait at Macao to take him back to Canton. It is rumoured, however, that Pui has "offered to become a Christian," and to subscribe a hundred thousand dollars towards the rebuilding of the ruin of St. Paul's if the priests would use their influence to get him acquitted.

A VICEROYAL LOTTERY.

Li Sai Kwai, who was accused of defalcation in the revenue derived from *fanton* establishments, and was ordered to pay a fine of 140,000 taels, is said to have fled to Bangkok at the same time as Pui King Fok went to Macao. All his property in Canton has been seized by order of the Viceroy, and is to be disposed of by a lottery of 30,000 numbers at 86 each. The mode of drawing is to be the same as the Canton lottery, and the same machinery is to be used in the presence of the public. The Chinese have a saying that he who becomes rich by gambling is sure to be ruined by gambling.

AN UNFORTUNATE "SQUEEZE."

As customary when a Chinese official goes to make a call upon another official, the doorkeeper always demands a squeeze, otherwise he will say to the visitor that his master is either not at home, or too busy to receive a call. The other day, an official had occasion to call upon the Viceroy Shum, and refusing to pay the doorkeeper's squeeze, he was denied admittance. His Excellency found it out, and ordered the victors to punish the doorkeeper with 80 blows with a bamboo.

## THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

## FURTHER JAPANESE SUCCESSES.

LONDON, 29 June, 10.45 a.m.

General Kuropatkin reports that the Japanese have captured the Feng-chuling and Motienling Passes.

It is also reported unofficially at St. Petersburg that the Japanese have captured Kaiping.

[The Passes captured by the Japanese are in the Motienling range of hills, south-east of Liaoyang, and the probability is that they were taken only after very hard fighting, as the Motienling pass especially has always been regarded as a very strong position. No confirmation is yet to hand of the capture of Kaiping, but as a Japanese force was officially reported on the 22nd inst. to have occupied Hsiung-yao, which is only 23 miles south of Kaiping on the line of railway, it is not by any means an improbable story that they have reached Kaiping by now.—Ed.]

## ANOTHER STEP TO PORT

ARTHUR.

KOBE, 29 June, 6 p.m.

The Japanese have occupied Chikwan, which is another step in the direction of Port Arthur.

Severe fighting took place but the Japanese casualties are returned as not more than 100.

[REUTER'S SERVICE.]

## GREAT BATTLE IMPENDING.

LONDON, 27th June.

Reuter's correspondent at the Russian headquarters at Liaoyang wires that the united armies of General Kuroki and General Oku are now facing an immense army under General Kuropatkin. At least three times the number of troops engaged in previous battles are now prepared to fight. The proximity of the rainy season renders a great battle absolutely inevitable.

On the other hand a telegram from St. Petersburg asserts that General Oku is withdrawing and has apparently abandoned the intended junction with General Kuroki.

LATER.

Reuter's correspondent at Liaoyang wires that though General Kuroki and General Oku's forces have now joined and are co-operating, the advance is altogether suspended.

Reuter's correspondent at General Kuroki's headquarters says that the Russians are mounting heavy guns on the wall of Liaoyang and entrenching themselves in the plain to the south of the city.

## COUNT TOLSTOI ON THE WAR.

LONDON, 27th June.

Count Tolstoi in an extraordinary nine-column letter to the *Times* violently assails the Tsar; he denounces the war as ascribable to the immoral ambitions of men sitting in their palaces and appeals to the people to refuse to go to the front.

## RUSSIAN NEWS OF THE PORT ARTHUR FIGHT.

LONDON, 27th June.

In St. Petersburg, the only official news of the naval fight is a despatch from General Witger stating that the fleet had gone out and attacked the Japanese. The result is not known, but reports have caused the deepest dejection, mingled with bewilderment owing to six Russian correspondents having reported that the Russians were victorious.

COTTON AND CONTRABAND OF WAR.

In the House of Lords last month, Lord Lansdowne announced that he had received a communication from the British Ambassador in St. Petersburg to the effect that only raw cotton suitable for making explosives had been declared contraband by the Russian Government and that the declaration did not apply to piece goods.

THE BLACK SEA FLEET.

The whole of the Black Sea Fleet is under orders to be held on a complete war footing from the 1st of August next. In the meantime,

divided into two squadrons, the fleet has been executing a series of practical evolutions in Crimean waters. The mobility instruction includes the destroyer flotilla, but excepts the torpedo-boats. No explanation of the object of this Admiralty mandate is given, but it is generally believed that some arrangement with Turkey is contemplated by which the Enxine and Baltic squadrons may be combined for services in the Far East.

HOW THE RUSSIAN COMMUNICATIONS ARE GUARDED.

An interesting account is given in the *Norok Freya* of the methods adopted by the Russians for keeping watch over the Manchurian railway. The writer says:—

The two attempts made to destroy the Manchurian Railway, the first by two disguised Japanese officers, and the second by five Chinamen, who placed dynamite cartridges on the permanent way just before the passage of a train show that this is a danger which we must reckon with seriously. Let us see how the work of guarding the line is carried out.

This service requires a special force of frontier guards, consisting of fifty-five squadrons of cavalry, fifty-five companies of infantry, and six batteries of artillery, altogether 25,000 men, spread over a stretch of country about 1,250 miles in length. This number, seemingly, is inadequate, but, although the troops never know what point is threatened with attack, the bandits are equally at a disadvantage, as they may come into collision with a detachment of the railway guards, who are constantly patrolling not only the entire length of the railway line, but also the country for thirty miles to the right and left. Moreover, the work of the patrols is facilitated by the fact that the Chinese have a horror of the darkness, shutting themselves up in their houses at sunset, and not emerging again until it is broad daylight.

For the Manchus, however, not only does night possess no terrors, but they prefer to carry out their misdeeds under cover of darkness. This is consequently no doubt that a man captured at night is either a Hunbar or a Japanese in disguise. By day it is difficult to distinguish peaceful Chinamen from Manchus, the only difference being in the arms carried by the latter. After an attempt on the line the bandits make off at full gallop in the direction of the villages. They hide their arms, and then, with the most natural air in the world, confront the soldiers mingled in the crowd of villagers, who do not dare to denounce them for fear of subsequent vengeance.

Besides hunting Manchus, the frontier guard has to defend the railway from possible attacks by Chinese regular troops. Bridges, tunnels, and all the principal points are defended by strong detachments with artillery. The Chinese soldiers and the Manchus are dangerous in this sense, that they compel us to scatter our forces. The soldiers are not braver than in 1900, but it is difficult to get out of the way of a dynamite cartridge, which is always easy to lay on the rails at the time when a train is passing. What is especially important is to prevent the execution of an outrage which would stop railway communication for a prolonged time. In this connection we can be sure that, stimulated by the indefatigable activity of the chief, General Tchichagoff, the frontier guard will be fully equal to the task before it.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day at 4.15 p.m.

ORDERS OF THE B.Y.

1. Mr. E. A. Hewitt, pursuant to notice, will move that:—

No prosecutions be instituted by any Officer appointed by the Board under Section 26 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the President of the Sanitary Board, or in his absence, by the Vice-President.

2. Reply from Government to the Board's recommendation relative to the erection of a latrine for coolies at the A.K. near the tramway terminus.

3. Minute by the Medical Officer of Health recommending that the between 76 and 78a First Street, on Inland L.N.O. 620, be closed.

4. Further correspondence re the application for exemption from the provisions of Sub-section 1 of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of No. 438, Des Vœux Road West.

5. Further correspondence re the application for exemption from the provision of backyards for Nos. 140 to 154 Reclamation Street, Yau-mutai.

6. Further correspondence relative to the application for permission to retain the water-closet and urinals on premises No. 34, Queen's Road Central.

7. Application for modification of the requirements of Section 25 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 3 to 31, Reclamation Street, Mong-ko-tai.

8. Application for exemption from the provision of scavenging, and for a modification of the requirements of Sub-section 1 of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 43 to 49, Kramer Street, Tai-ko-tai.

9. Application for exemption from complying with the requirements of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 8 and 130, Kramer Street, Tai-ko-tai.

10. Application under Section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of 18, Bank Buildings.

11. Application for permission to land pigs at a pier to be erected at Hung-hom, opposite the slaughterhouse.

12. Application that premises No. 10, Shan Shui Po, ground floor, may be registered as a lake-house.

13. Mortal statistics for the week ending 11th June, 1904.

14. Line of return for the fortnight ending 21st June, 1904.

15. Rate for the fortnight ending 27th June, 1904.

T. A. HAMMER, Secretary



HONGKONG GENERAL  
CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th June, 1904, at 3.15 p.m.

PRESENT: Messrs. E. A. Hewitt (Chairman), D. R. Law (Vice-Chairman), Hon. W. J. Gresson, Messrs. N. A. Stiles, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood and A. R. Lowe (Secretary).

Minutes of meeting held on 11th ultimo were read and confirmed.

**NEW MEMBERS.**  
The Secretary reported that since the last meeting the following had been elected to membership subject to the confirmation by the Members at the next Annual Meeting:

Fire Insurance Association of Hongkong.  
Abdullah Ibrahim & Co.

**ST. LOUIS EXPOSITION.**  
Read letter from the Philadelphia Commercial Museum inviting Hongkong business men visiting the Exposition to make use of the Institution's Special Office in the Manufacturers' Building, where information on all American trade matters can be obtained.

**QUARANTINE REGULATIONS.**  
Letters were read from the Hon. Colonial Secretary informing the Chamber that the Governments of Siam, Madras and Bengal had declared Hongkong to be infected with plague.

**KOWLOON-CANTON RAILWAY.**  
Read answer to the Chamber's representations to the Government on the subject of the Kowloon-Canton Railway, in which it was stated that His Excellency the Officer Administering the Government is sparing no efforts which are likely to assist in bringing about as speedily as possible the realisation of the project.

**HEALTH OFFICE OF THE PORT.**  
The following correspondence was read:

Hongkong, 14th May, 1904.

Sir,—I have the honour to refer you to my letter of the 29th January and your reply of the 24th February last with regard to the question of the medical inspection of steamers under the present system, and I now beg to convey to you, for the information of His Excellency the Officer Administering the Government, the Committee's extreme regret at the decision arrived at by the Government in this matter.

They desire me to point out that as far back as three years ago the Chamber represented to the Government the necessity that existed of employing two medical Port Officers whose whole time would be devoted to the inspection of vessels, unless the right of private practice amongst the shipping be conceded to them, and also that an additional launch should be placed at the disposal of the Department. His Excellency Sir Henry Blake recognised the need for further assistance to the existing staff and implied that a more radical change in the Officers would have been made had it not been for the long service of the present Health Officer of the Port, and it was understood that the recommendations of this Chamber would be approved if the system then brought into force still proved inefficient.

With regard to your defence of the present officers my Committee do not dispute the fact that cases arise which it is impossible for Dr. Key to diagnose a case at first sight, but they are strongly of opinion that needless delay of steamers should not be occasioned by the necessity of awaiting the convenience of the private practitioner of the Health Officer or his partner. This point was fully touched upon in the 5th paragraph of my previous letter, and with reference to Dr. Key's powers it may be remarked that however wide they are he would naturally be diffident in exercising them in consequence of the position he holds vis-à-vis his superiors.

During the Spring and Autumn sessions the work of the Health Officer of the Port is much increased, and it is often necessary for two Officers on duty at the Harbour at the same time, especially in a forenoon. In addition to this when engagements have to be passed the services of one Officer are required for a considerable time. The consequence is that other vessels are kept waiting for an unreasonable period, which could be avoided were another Officer always available for this work.

The work of the Cor is also delayed by the slowness of the port launch employed. It has been described, one of the slowest launches in the Harbour, and as many anchorages in the Harbour are a considerable distance from one another, much valuable time is lost to the Health Officer's money to shipowners, through the consequent detention of the ships. His Excellency the Officer Administering the Government will doubtless readily recognise that this state of affairs should not exist in such an important port as Hongkong, and the Committee will be glad when two faster launches will be placed at the disposal of the Health Officer of the Port's Department to remedy this matter.

The Committee of the Chamber has always been of opinion that the limited prosperity of the Colony depends on the increasing facilities available to shipping and it is probable that only so long as it remains a cheap port will its pre-eminence last. Quickness in despatch is a great factor producing this result, and Hongkong should not lag behind any other port in the arrangements made by the Government to avoid delays. In my previous letter it was pointed out that the funds derived from the shipping were more than ample to meet the cost of this department, whose staff would be solely available for the Government work amongst the ships.

I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) A. R. Lowe,  
Secretary.

Hon. A. M. Thomson,  
Colonial Secretary.

## COLONIAL SECRETARY'S OFFICE.

6th June, 1904.

Sir,—With reference to your letter of 14th May, I am directed to state for the information of your Chamber that His Excellency the Officer Administering the Government has carefully considered the question, but regrets that he does not see his way to carry out the recommendation made with reference to medical inspection of steamers.

I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) S. B. C. Ross,  
for Colonial Secretary.

The Secretary, Chamber of Commerce.  
The Secretary was instructed to reply that the decision of His Excellency the Officer Administering the Government had been noted with regret.

**TARIFF QUESTION.**  
The following letters were read:

Hongkong, 13th May, 1904.

Sir,—I am directed to acknowledge the receipt of your letter of the 27th ultimo inquiring whether the Chamber had any remarks to offer on the Tariff Question or whether it is in a position to furnish any statistical or other information relating to this Colony with reference to a similar communication from the Secretary of the Tariff Commission to the Government.

With regard to statistics of trade, the Government is well aware that apart from those relative to shipping and published in the Harbour Master's annual report, there is no reliable data to work on. The trade of the port of Hongkong is almost entirely that of transhipping, due to its unique position at the mouth of the river on which the chief markets of South China are situated. The local productions of the Colony are practically non-existent, and the manufactures are at present limited to refined sugar, cotton yarn, rope, cement and the building of launches and river steamers.

From an Imperial point of view it is obvious that if British shipping is to hold its position against foreign competitors equal facilities should not be granted the latter in British ports unless the same favourable treatment is accorded British shipping in their ports. In the majority of cases this is denied to British shipping.

On the other hand an enormous volume of trade, a large percentage of which is not British, centres in Hongkong for distribution to China, the Philippines and other non-British territories, and it is of vital interest to Hongkong that every endeavour should be made by this Colony's Government to attract this foreign trade to the port.

His Excellency the Officer Administering the Government will therefore, the Committee trust, take steps to keep before the home authorities the impossibility of viewing the question of fiscal reform from a strictly Imperial point of view when the time comes for fixing the part Hongkong is to play in the movement, and I am to state that the business community of this Colony as represented by this Chamber is watching the various stages which the movement is taking in England with great interest. My Committee will therefore be glad if His Excellency will kindly give instructions to forward copies of any communications on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.

I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) A. R. Lowe,  
Secretary.

Hon. A. M. Thomson, Colonial Secretary.

Colonial Secretary's Office.  
16th May, 1904.

Sir,—I am directed to acknowledge with thanks the receipt of your letter of the 15th instant and to inform you that copies of such communications as may be sent to this Government on the subject will be forwarded from time to time for the information of your Chamber.

I have the honour to be, Sir,  
Your obedient servant,  
(Sd.) S. B. C. Ross,  
for Colonial Secretary.

The Secretary, Chamber of Commerce.

**GOVERNOR OF THE SEYCHELLES.**

Mr. W. E. Davidson, G.C.M., the new Governor of the Seychelles and former C. C. S. and Mayor of Colombo, was installed into his new office on the 6th instant. He went to Aden last month and there embarked on H.M.S. *Por* on the 30th May. The *Por* proceeded with the new Governor to the Island of Praslin, one of the outlying islands of Mr. Davidson's new charge. Here the Governor stayed a day and returning to the *Por* got to Port Victoria on the 6th instant. As the *Por* approached the port she hoisted the new Governor's flag on the foremast. Mr. Davidson landed at 11.30 o'clock, a salute of 15 guns being fired by the warship as he left for the shore. Mr. Davidson was received by a guard of honour of blue-jackets sent ahead from the *Por*. The place was very prettily decorated and all the officials and many of the principal citizens turned out to welcome Mr. Davidson, who then walked to the court-house and was there sworn in by the local Chief Justice. On the Saturday following, the new Governor held a levee, and in the afternoon a social function in the nature of an "At Home."

**WEATHER REPORT.**

The Hongkong Observatory yesterday issued the following report:—  
On the 29th at 11.30 a.m. The barometer has risen slightly in S. Chi and fallen in Mid-China and in the Philippines.

Gradients are moderate on the China Coast and moderate S. winds will prevail in the Formosa Channel and strong S. to SW. winds in the China Sea.

The greatest pressure lies over the southern part of Japan and the least over the western side of the China Sea.

Forecast:—Fresh S. winds, overcast, rain.

## DEVELOPMENT OF KOWLOON.

Old Hongkong residents who in the days of a more stable dollar and less competition in the markets made their "little pile" and returned to enjoy life's autumn in the homeland would, if they revisited the old Colony in the present year of grace, be astonished at its growth and the still astounding signs of further development. What is true of the Island is no less true of the old British territory on the opposite side of the harbour, and the intention of this article is to convey some idea of its present state of development.

The growth of Kowloon during the past few years has been really marvellous. Not only has it become increasingly popular as a European residential area, but it has also become a manufacturing and industrial centre of growing importance. First and foremost among the industries we must place the extensive iron, foundry, shipbuilding and docking establishment belonging to the Hongkong and Whampoa Dock Co. at Hung Hom. Here there are three large dry-docks and as many slips, and river steamers or other craft are continually in course of construction, while more damaged craft are repaired there than at any other yard in the Far East. The engineers and other European employees have free quarters in a long row of houses in the dock compound—an arrangement as convenient for the men as it is advantageous to the Company. The Cosmopolitan Dock and other works belonging to the same Company, are situated at Fuk Tan Heung, formerly known as Sam Shui Po. At Hok Tin are the extensive works of the Green Island Cement Co.; the patent slip and shipbuilding yard of Messrs. Bailey & Murphy; and a large match-factory. On the main road, south of Hung Hom, is a large glass-works. There are also several Chinese boat-building establishments. Towards Kowloon Point are numerous coal-yards near the wharves and large godowns belonging to the Hongkong and Kowloon Wharf and Godown Co. The scene is entirely businesslike, and there is every indication of still further developments.

The developments now in progress at Kowloon are numerous. To begin with Messrs. Punched, Lowther & Co. are constructing a Naval coaling pier, estimated to cost £100,000, near the Torpedo Depot. The work, which was commenced in January, has to be finished in three years—it may be finished in two. In shape the pier will be something like the trunk of a tree well bent over one side. From a broad base it will gradually assume a width of 18 feet, the length being about 200 feet. At the end will be a concrete and granite wharf, dimensions being about 250 feet long by 80 or 100 feet broad. It is on the off side of this where men-of-war are to go alongside. The depth of water there is about 25 feet, but dredgers are busily at work, it being intended to have 30 feet at low water. The pier itself will be of foreshore stone and hard rubble; some 15 25-cubic-yard boats dump their loads there daily. Concrete blocks are being made at Messrs. Punched, Lowther's extensive works at Matakohi. The granite comes from quarries and blastings down the Matakohi hills. Then at the summit of the chain of hills, about six miles from Yau-mai on the road to Tai-po, we see the new reservoir also in course of construction. Water-works were established in 1873, but the supply has become wholly insufficient for the rapidly growing population. The new scheme provides for a supply of a million gallons daily.

The aspect of the water front is gradually changing. The Hongkong and Kowloon Wharf and Godown Co. are replacing their old one-story godowns with two-story godowns. Very shortly one godown will be pulled down to make room for a continuation of the new 100-ft. road leading direct to Robinson Road. The ferry wharf will be moved south to this locality, so that Kowloon residents will no longer have to thread their way through a maze of cargo work. Reclamation work by the Hongkong Land Reclamation Co. to the east of the godowns, has for some months been in progress. A temporary railway runs from the ballast ground at the back of the Glass Works to the area being reclaimed. The little *Midge*, a locomotive, may be seen dragging long strings of earth-trucks from one terminus of the line to the other. A visit to the ballast ground makes one realise that while the Company is cutting a large slice from the harbour they are at the same time levelling land for building purposes ashore. At the ballast ground an army of coolies dressed in blue or brown dungarees and mushroom hats are daily at work with pick, shovel, and barrow. A little farther on one meets another small army of men and women breaking stone or dressing granite extracted from the red earth. As the earth is removed great boulders show themselves, and eventually roll down into the workyard below. At the beach, junks bring earth from elsewhere to a temporary flimsy-looking pier. Working onward towards Signal Hill one is suddenly brought to a standstill by a man beating a gong, and furiously waving a red flag. The reason for this becomes apparent by a loud explosion followed by a shower of rock, blasting is in progress here also. This reclamation and levelling, of course, is preparatory to the erection of buildings. It seems quite probable, indeed, that in a few years the extremity of the Kowloon Peninsula, that is up to the range of high hills, will be completely level and all town area.

How different will be the general aspect of the place five years hence it would be hard to imagine. Where the sampan people now scurry seaward from their craft or burn the old paint from the boats' bottoms, and where fishermen wade knee deep when fishing with an apparatus similar to that used at the "mighty ponds of Hampstead," as described by Charles Dickens, we shall have a neat frayed—perhaps as

an esplanade, but more likely as eligible ground for palatial offices or splendidly coloured, King's Park, with its prospective beauties, will take the place of waste lands, where the wild-looking water-buffaloes now graze after their daily toil is ended. Many of the new roads with their trimmed green hedges intermingled with fragrant red, white, yellow and purple blossoms, or perchance coconut palms showing over ancient bamboo, will be replaced by rows of ugly modern houses. Perhaps the suggestion may be worth considering whether, instead of these unlovely terraces, the future building developments may not be designed rather in the form of squares with a grass plot in the centre for use as tennis courts. Kowloon has a great future yet before it, as we shall all quickly recognise when once we see a start made with that much-desired but long-delayed railway which must some day connect Kowloon with Canton.

## POLICE COURT.

Wednesday, 29th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

**AN OLD TRICK.**

A Chinaman was charged with larceny. A passenger from Canton by the river steamer *Kwong Tung* missed his box, containing property to the value of \$185, on his arrival at Hongkong. It turned out that the defendant had left his own goods behind, and taken the more valuable property belonging to the complainant instead. The man was sentenced to six months' imprisonment, and six hours' stocks.

**THEFT FROM AN ENGINE YARD.**

The coxswain and a fireman from the steam-launch *Bel* were charged with stealing brass from the Kwong Hip Loong, an engine yard at Shatipo. Mr. Otto Kong Sing, solicitor, appeared for the defence. Two watchmen gave evidence that they had seen the defendants groping about in the yard, and afterwards swim off with some brass and put it on the launch. The watchmen followed and handed them over to the police. The defendants called witnesses to prove that they were only taking a swim. Mr. GomPERTZ gave the first witness, the coxswain, the benefit of the doubt, and sentenced the other man to one month's hard labour.

**THEFT OF CLOTHING.**

A native was brought to Yau-mai station and charged with stealing clothing. Genuinely enough, the Sergeant Interpreter recognised some of the pieces in question as his own property, and Sergt. Appleton recognised other pieces as his property. The clothes had been sent to the wash and must have been stolen when put out to dry.

The defendant was sentenced to one week's imprisonment and six hours' stocks.

**DUMPING RUBBISH.**

Inspector Langley charged a house-boy with dumping rubbish at Tsim-sha Tsui. The complainant asked his Worship to deal with the defendant severely, there had been many cases of this description lately. The man was fined \$10 or one month's imprisonment.

**THEFT FROM A STEAMER.**

The 3rd mate of the s.s. *Taiyuen* charged a Chinese coolie with stealing 2 cwt. of coal. The defendant said he had not committed a theft, and had no criminal intentions. He only took the coal away to burn. A sentence of three weeks' imprisonment, and six hours' stocks was imposed.

**THE "HEATHBURN" CASE.**

The Carpenter of the s.s. *Heathburn* was charged on remand with attempting to kill a quartermaster.

The Assistant Superintendent of the Government Civil Hospital gave evidence that at 2.15 a.m. on the 6th inst. the quartermaster was admitted into hospital with gunshot wounds on the left arm, shoulder and chest. The left lung was pierced by one of the shot. Altogether there were about 30 wounds (the shot used being No. 4). The man was not yet discharged from hospital, but he was out of all danger. Witness judged that in four to six months the man would be perfectly well. The arm was still stiff, this stiffness being the result of an inflammation due to the presence of pellets. The man would never get rid of some of them; the operation to remove them would not be worth the risk. This, however, would not prevent him from being as well as he could be. The man, evidently, got the outside of the charge; if he had got the charge full in the chest it would have killed him. Witness estimated that the gun must have been fired from a distance of about 20 feet—that was judging by the penetration, and scattering of the shot.

The quartermaster who was shot gave evidence that on the morning of the 6th inst., while the steamer was lying at Wanchai, he relieved another quartermaster at the gangway for the midnight watch. The man told him to keep a watch for sampans. A sampan came along and some Japanese on board tried to get into her. This he would not allow, but shoved them back. He heard the noise of a gun and was shot in the shoulder. The captain and chief mate sent him to hospital.

His Worship—Any questions?

Defendant—That is not true, Sir.

There were no questions.

The steward of the steamer, a Chinaman who was recently fined \$50 for aiding and abetting the stowaways, gave evidence that he, in partnership with the defendant, had stowed away nine Japanese women and one man at Moji. Three Japanese, two women and a man, were brought into court. The man, who had a prison crop, made a low bow to the magistrate.

His Worship—Do you recognise these?

Witness—Yes, these are three of the stowaways.

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(Two Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

Witness went on to say that the carpenter and he were to receive \$40 a head from the stowaways.

He made arrangements with the stowaways, and he in turn, made arrangements with the carpenter. The way to the room where the stowaways were hidden was through the carpenter's store. Witness had fed the stowaways, but he did not receive any money. While the ship was at anchor the male stowaway went ashore and returned with another man. This man gave the carpenter \$100. He saw the transaction. Shortly afterwards he saw the carpenter fire the gun. Witness contradicted himself several times in his evidence.

The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

**UNWHOLESOME CREAM.**

Inspector Brett, of the Sanitary Board, charged a storekeeper doing business at Queen's Road East with selling cream unfit for human consumption. The complainant stated that he visited the shop on the 22nd inst., and saw 39 tins of had cream exposed for sale. He bought one tin for 5 cents. The defendant was fined \$25 or six weeks' imprisonment.

**OPIMUM.**

The compradore of the s.s. *Mou Sang*, a vessel on the Hongkong-Sandakan run, was charged with unlawful possession of 21 tins of opium. He was fined \$250 or three months' imprisonment.

**NAVAL NOTES.**

**THE "MERNEM."**

The cruiser *Berkeley*, recently on the China Station, has been paid off at Chatham and placed in the B division of the Fleet Reserve.

**STRUCK OFF THE LIST.**

The cruiser *Deutschland* which brought Prince Henry of Prussia to China in 1897, has been struck off the German Navy List. She was built in 1874.

**NAVY RATIONS.**

In connection with the new system of victualling, the British Admiralty announce that the alternative accompaniments to the meat ration are to be (1) rice, 4oz., and compressed vegetables, 1oz.; or (2) flour, 9oz., suet, 3oz., raisins, 2oz., compressed vegetables, 1oz. These are to be issued in rotation.

**THE ITALIAN NAVY.**

The total amount of the Italian Navy Budget for the year July 1, 1904, to June 30, 1905, is £5,087,643, being £373 more than the previous financial year, which is due to the fact that the sum in hand at June 30 will be greater by that amount. The total amount available for the building of new ships will be £1,533,469.

**THE "ALBION."**

Instructions have been given for the Medway depot to supply the new crew for the battleship *Albion*, which is to be recommissioned at Hongkong for a second term of service as flagship of Rear-Admiral the Hon. A. G. Curzon-Howe, second in command of the China Station. The cruiser *Terrible* is to take out the new crew to the *Albion*, which is to undergo a recommissioning refit at Hongkong at an estimated cost of £13,450.

**THE DEFENCE OF INDO-CHINA.**

The *Mutua* publishes a résumé of the report of Colonel Barraud, who was directed by the Naval Inquiry Committee to study the question of the defences of French Colonies. The report shows that in consequence of the insufficiency of the credits voted there remains much to do in Indo-China and other places. Everywhere the provisioning and the garrisoning of these colonies are insufficient.

**NEW GERMAN BATTLESHIP.**

The new German battleship *Lothringen* (*Lorraine*) was launched from the Schieland yard at Dantzig on the 27th ultimo in presence of the Emperor William and of Prince Hohenzollern-Langenburg, the Statthalter of Alsace. The *Lorraine* is the sister ship of the *Elsass*, which was launched on May 26, 1903, from the same yard. It is noted that the constructors have punctually built the vessel within the time fixed by their contract—one year. The displacement of the *Lothringen* is 13,000 tons, and she will have a speed of 18 knots with 16,000 indicated horse-power.

**ADMIRALTY APPOINTMENTS, &c.**

Recent naval appointments include Commander T. P. Bonham to the *Terrible*, June 21st, and to the *Albion* on recommissioning; Engineer-Lieut. H. J. Legg to the *Tamara* for Hongkong Yard.

Medals for long service and good conduct have been awarded to Carpenter's Mate Chas. Martin, *Cressy*; Domestic George Davis, *Thetis*; First Class Petty Officer R. B. Mash, *Phoenix*; Chief Stoker H. R. Cook, *Albion*; Leading Stoker John King, *Eclipse*; Chief Petty Officer W. F. Chalmers, *Vengeance*; Leading Stoker C. E. Williams, *Tamara*; Chief Engine-room Artificer W. R. Collings, *Tamara*; Carpenter's Mate Robert White, *Swadepiper*; First Class Domestic Arthur Fong, *Alectry*; Carpenter's Mate R. W. Avery, *Ocean*; First Class Petty Officer Albert Dyer, *Ocean*; Bandman Arthur Davis, *Ocean*; Stoker Reginald Baker, *Glory*; First Class Petty Officer J. W. Jarrett, *Glory*.



TRADE MARK.

TELEPHONE NO. 17.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DAN EL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February

9410



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press, Codes: A.B.C., 6th Ed. Telephone No. 12.

## NEW ADVERTISEMENTS

## R.A.O.B.

KING EDWARD VII. LODGE No. 910.

A REGULAR MEETING of Members will be held at the R.A.O.B. Club, No. 1, Queen's Road East, on THURSDAY, the 30th June, 1904, at 8 for 8.30 p.m. precisely. Election of Monthly and Quarterly Officers. Brethren are cordially invited to attend. Hongkong, 30th June, 1904. [1693]

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ANNUAL MEETING of the SHAREHOLDERS of the COMPANY will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 p.m. for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th JULY, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hongkong, 30th June, 1904. [1694]

## METROPOLE THEATRE.

METROPOLE HOTEL. Sole Proprietor, Mr. JAS. CHRISTIE.

SATURDAY, 2ND JULY. Great Success of POPULAR WEEKLY ENTERTAINMENTS.

WARE & ROSS' ENTERTAINERS.

COMPLETE CHANGE OF PROGRAMME.

Introducing the following Artists:—

TOM MORCOMB.

MISS GERTIE MAISE.

WALTER KING.

McGORMICK & MCGINTY.

THE PERIPATHE.

AMERICAN BIOGRAPH.

JAS. CHRISTIE.

GEORGE GIBBS.

The best performance ever produced in Hongkong.

Prices..... \$2 and \$1.

Overture 8.30. Performance 9 Sharp.

Rickshaws held until conclusion of performance.

Hongkong, 28th June, 1904. [1695]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SOEA, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERREANEA, AFRICA, LEBANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA."

Captain Magazzini, will be despatched as above on MONDAY, the 11th July, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 10th June, 1904. [4]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

GR ANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 11th June, 1904. [10]

PURE FRESH WATER.

THE HONGKONG STEAM WATER.

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

1st Floor, 37, Connaught Road,

Hongkong, 13th June, 1903. [1473]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA and CAPE POINTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS at the OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD

OF THE

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

## INTIMATIONS

## WANTED.

A EUROPEAN NURSE for a Girl of four years. Apply by letter to— Mrs. SWAN, 1, Gomes Villa, Kowloon. Hongkong, 24th June, 1904. [1564]

NOTICE

WE have This Day REMOVED our

OFFICES to No. 2, CONNAUGHT

ROAD CENTRAL, Third Floor.

EAST ASIATIC TRADING CO.

Hongkong, 27th June, 1904. [1578]

NOTICE.

ROYAL SWEDISH AND NORWEGIAN

VICE CONSULATE.

THE OFFICES of the above Consulate

have This Day been REMOVED to No. 2,

CONNAUGHT ROAD CENTRAL, Third

Floor.

HEHMANN PAULI,

Deputy Vice Consul for Sweden

and Norway.

Hongkong, 27th June, 1904. [1579]

NOTICE.

CONSUL GENERAL and Mrs. BRAGG

AT HOME, Crow's Nest, Barker Road,

July 4th, 1904, from 4 to 7 p.m.

Hongkong, 24th June, 1904. [1597]

NOTICE.

SENTING.

SURGEON DENTIST.

No. 10, L. GULLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [9]

NOTICES OF FIRMS

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO.

beg to notify the public that Messrs.

KUNG HING & CO., 77, Des Vaux Road

West, are the SOLE AGENTS for the sale of

the Company's Coke and Tar, and that all orders

should be sent to the said Agents direct.

GEORGE CURRY,

Local Secretary.

Hongkong, 8th June, 1904. [144]

NOTICE OF PURCHASE OF BUSINESS.

WE, the Undersigned, beg to notify that

the business of the YUE LOONG,

Confectioners, at No. 7, Sai On Lane, Shek

Tong Tsui, together with its branch establish-

ment the YUE LOONG CHAN, at Yue Wo

Street, Canton, have been sold by its Former

Proprietors to the Undersigned, including the

goodwill, trade mark, credits, deposits,

furniture, and stock-in-trade of the Firm. All

expenses all credits for goods sold, all cash

receipts and payments after 16th February, 1904,

are due to or payable by the new proprietors.

The Transfer of the Business was completed

on the 10th June, and the undersigned are

allowed to continue to use the name YUE

LOONG as the name of the Firm and the

Peace Mark as their Trade Mark. The

interest and responsibility of the Former

Proprietors ceased on the above date, and this

announcement is made to prevent future

disputes.

HUNG TAK TONG,

LI LAI MING,

New Proprietors of the Yue Loong

Hongkong, 16th June, 1904. [1510]

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## SHIPPING.

**ARRIVALS.**  
June 28, ADAMANTOR, Portuguese cruiser, 1,960, d'Almeida Ribeiro, from Macao.  
June 28, CARL DIEDERICHSEN, Ger. str., 774, H. Schalknair, Haiphong and Hoikow 28th June, General. JENSEN & Co.  
June 29, CHOWSANG, British str., from Canton.  
June 29, HATTAN, British str., 1,182, T. S. Roach, Poochow via Amoy 25th June, General. DOUGLAS LARPAIK & CO.  
June 29, KESONIA, German str., 1,115, W. Mollenmann, Bangkok 20th June, Rico and Teakwood. NORDDEUTSCHER LLOYD.  
June 29, VESTAL, H.M. ship, 930, John Farquhar, Singapore 21st June.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE.**  
29th June.  
Chowang, British str., for Shanghai.  
Chowang, British str., for Kaitai.  
Alfred, British str., for Yokohama.  
Petrarch, German str., for Saigon.  
Tyr, Norwegian str., for Hongkong.

## DEPARTURES.

29th June.  
ASHLEY, British str., for Nagasaki.  
FRANK, British str., for Tientsin.  
KWANGSUNG, Chinese str., for Shanghai.  
LAXA, British str., for Shanghai.  
MOVENS, British str., for Shanghai.  
OSCAR II., Norwegian str., for Moji.  
PAKLAT, German str., for Haikow.  
SUTHERLAND, British str., for Kure.  
TAMING, British str., for Manila.  
TONKIS, French str., for Shanghai.  
Tritos, German str., for Amoy.  
Waihora, British str., for Amoy.

## VESSELS IN DOCK.

29th June.  
ABERDEEN DOCK.—  
U.S.S. General Albatross, U.S.S. Sloop, H.M.S. Sandpiper, H.M.S. U.S.S. General.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

**"HAILOONG."**  
Captain Gibson, will be despatched for the above ports TO-DAY, the 30th inst., at NOON.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 28th June, 1904. [1592]  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

**"HATTAN."**  
Captain Roach, will be despatched for the above ports TO-MORROW, the 1st July, at NOON.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 29th June, 1904. [1599]  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**"BENGAL."**  
Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this office for Bombay, etc., on SATURDAY, the 2nd July, at NOON, taking passengers and cargo for the above ports.

Silt and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental" due in London on the 15th August.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 29th June, 1904.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.  
Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**"AUSTRALIAN."**

Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd July, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 28th June, 1904. [1420]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR TRIESTE (DIRECT),**  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRASIA, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

**"PERSIA."**

Captain Craglietto, will be despatched as above on THURSDAY, the 2nd July, P.M.

For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Princes' Buildings.  
Hongkong, 28th June, 1904. [3]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP.	YANGTZE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP.	CANDIA	Brit. str.	H. E. Kitch	O. S. N. Co.	About 5th July.
LONDON, AMSTERDAM & ANTWERP.	KINTUCK	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	19th July.
LONDON DIRECT.	SARDINIA	Brit. str.	H. E. Kitch	O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP.	KEEMUN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP.	MOVENS	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	16th Aug.
MARSEILLES, HAVRE & COPENHAGEN.	P. MARIE	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	6th July.
MARSEILLES, LONDON & ANTWERP.	BENARTY	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 13th July.
BREMEN, VIA PORTS OF CALL.	SEYDLITZ	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	6th July, at Noon.
HAVRE, BREMEN & HAMBURG.	NURNBERG	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	28th July.
HAVRE & HAMBURG.	C. FRED LAEISZ	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	10th Aug.
HAVRE & HAMBURG.	BADENIA	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	25th Aug.
HAVRE & HAMBURG.	BAMBERG	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	5th Sep.
HAVRE & HAMBURG.	ANDALUSIA	Ger. str.	H. E. Kitch	BERFIELD & SWIRE	21st July, P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	PERSIA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	15th July.
GENOA, MARSEILLES & LIVERPOOL.	DIOMED	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL.	SARFEDON	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
NEW YORK, VIA PORTS & SUEZ CANAL.	SCHUYLKILL	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 5th July.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	13th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	ATHENIAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	10th July.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	LYRA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	14th July.
PORTLAND, OREGON.	ONFIA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	16th July.
AUSTRALIAN PORTS.	NICOMEDIA	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	3rd July, D'light.
AUSTRALIAN PORTS.	CHINGTO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	5th July.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	H. E. Kitch	BERFIELD & SWIRE	29th July, 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	BORNEO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 10th July.
SHANGHAI.	CHUAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 30th inst.
SHANGHAI.	WOOSUNG	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	5th July.
FOCHOW, VIA SWATOW & AMOY.	TRIUMPH	Jap. str.	H. E. Kitch	BERFIELD & SWIRE	6th July, 10 A.M.
TAMSUI, VIA SWATOW & AMOY.	FEITHOF	Jap. str.	H. E. Kitch	BERFIELD & SWIRE	8th July, 10 A.M.
TAMSUI, VIA SWATOW & AMOY.	M. STRUVE	Jap. str.	H. E. Kitch	BERFIELD & SWIRE	10th July, 10 A.M.
ANPING, VIA SWATOW & AMOY.	TEITROS	Jap. str.	H. E. Kitch	BERFIELD & SWIRE	13th July, 10 A.M.
SWATOW, AMOY & FOCHOW.	HAITAN	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	To-day, at Noon.
SWATOW, CHEFOO & TIENTSIN.	CHIHUI	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	To-morrow, Noon.
MANILA DIRECT.	ZAFIRO	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	6th July.
MANILA DIRECT.	RUBI	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	2nd July, 10 A.M.
MANILA DIRECT.	SHAWMUT	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	9th July, 10 A.M.
SINGAPORE, COLOMBO & BOMBAY.	SHAWMUT	Brit. str.	H. E. Kitch	BERFIELD & SWIRE	About 12th July.
BOMBAY, VIA SINGAPORE & PENANG.	ISCHI	Ital. str.	H. E. Kitch	BERFIELD & SWIRE	About 7th July.

## "BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

**"BENARTY."**

Captain Sarchet, will be despatched as above on or about MONDAY, the 13th July.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 25th June, 1904. [1575]

## HONGKONG-MACAO LINE.

**S.S. "WING CHAI."**

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip every Sunday, and takes only 3 1/2 hours to reach Macao.

MING-ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

## HONGKONG-CANTON LINE.

**"YING KING."**

Capt. Wm. Robinson, of 1888 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey  
2nd ... 1.50  
Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [175]

## MESSAGERIES CANTONNAISES.

**J. TREVOUX & CO.**

HONGKONG-CANTON NIGHTLY SERVICE.

**"PAUL BEAU."**

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN." Captain Merle, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.  
First Class European ... \$8.00  
Second Class European ... \$3.00  
First Class Chinese ... \$1.50  
Second Class Chinese ... .80  
Deck ... .30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to  
J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central.  
Hongkong, 23rd March, 1904. [420]

## FOR CANTON.

**"SAN CHEUNG."**

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central.  
Hongkong, 15th March, 1904. [37]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon ships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila &c.	Sat., 2nd July, 10 A.M.
RUBI	2540	R. W. Almond	Manila &c.	Sat., 9th July, 10 A.M.
PERLA	1980	A. H. Nolley		

For Freight or Passage apply to

**SHEWATOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 27th June, 1904. [116]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	FOR	REMARKS.
SHANGHAI	{ CHUAN W. B. Palmer, R.N.R. }	Amoy	Freight and Passage.
LONDON, &c.	{ BENGAL G. Phillips }	2nd	See Special Advertisement.
* SINGAPORE, COLOMBO, NANKIN, AND BOMBAY.	{ BORNEO H. W. Kenrick, R.N.R. }	Abouh	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	{ CANDIA H. E. Kitch, R.N.R. }	Abouh	Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI, KOBE and (Passing through the Inland Sea).	{ BORNEO G. W. Gordon, R.N.R. }	Abouh	Freight and Passage.

\* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

A. HEWETT,  
Superintendent.  
Hongkong, 27th June, 1904. [1]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFDIENST.

INLET COPENHAGEN through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRISTE, SOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AFRICAN PORTS.

STEAMERS	DESTINATIONS	HAIO DATE.
NURNBERG	{ HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang) }	6th July. Freight.
C. FRED LAEISZ	{ HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) }	6th July. Freight.
BADENIA	{ HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) }	6th Aug. Freight.
BAMBERG	{ HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) }	6th Aug. Freight.
ANDALUSIA	{ HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) }	6th Sep. Freight.

For Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
QUEEN'S BUILDING, NO. 1.

## OSAKA SHOENKAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA, EAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY.	"REIHIJOE"	SUNDAY, 2nd July, 10 A.M.
FOCHOW, VIA SWATOW AND AMOY.	"H. A. HARALDSEN"	WEDNESDAY, 6th July, at 10 A.M.
TAMSUI, VIA SWATOW AND AMOY.	"A. HANSEN"	SUNDAY, 10th July, 10 A.M.
ANPING, VIA SWATOW AND AMOY.	"M. STRUVE"	WEDNESDAY, 13th July, at 10 A.M.

On account of the present state of political affairs, all the Company's steamers have been requisitioned for transport service, and the above-named charters have been secured in order for maintenance of the Company's coastal services. When the state of affairs permit, the Company will resume running with its specially designed steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
Hongkong, 20th June, 1904. [15]

T. ABIMA, Manager

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND PORTLAND, OREGON  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS. CAPTAIN TO SAIL ON

"NICOMEDIA" 4,370 Wagner July 16th, 1904.  
"ARABIA" 4,483 Bahle August 14th, 1904.  
"ARAGONIA" 5,198 Schudt September 14th, 1904.  
"NUMANTIA" 4,370 October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 30th June, 1904. [14]

## NORTHERN PACIFIC LINE

BOSTON S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* LYRA	4,417	G. V. Williams	Sunday, July 10th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMENT	9,606	T. W. Garlick	Saturday, October 1st

\* Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT..... 9,606 tons. W. M. Smith..... About 15th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw ss. "SHAWMUT" and "TREMENT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 33th June, 1904. [7]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY 13th July.  
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY 20th July.  
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY 3rd Aug.  
R.M.S. "TAITAT" ... 4,425 Tons ... WEDNESDAY 10th Aug.  
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence ... New York \$62.  
Intermediate on Steamers, ... \$40.  
and 1st Class Rail ... \$12.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND BOMATIA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL.	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL.	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL.	"AJAX"	On 29th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP.	"YANGTZE"	On 5th July.
GENOA, MARSEILLES and LIVERPOOL.	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP.	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP.	"KEEMUN"	On 2nd August.
GENOA, MARSEILLES and LIVERPOOL.	"MOYUNE"	On 16th August.
	"SARPEDON"	On 20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, YOKOHAMA.	"OANFA"	On 14th July.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, URSAY, ISLAND COOKTOWN, CARNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 5th July.
SHANGHAI	"WOOSUNG"	On 5th July.
SHANGHAI	"CHANGCHOW"	On 6th July.
SHANGHAI	"CHIHLI"	On 6th July.

The attention of Passengers directed to the superior accommodation offered by these  
steamers, which are fitted throughout Electric Light, Unrivaled Table. A fully qualified  
Surgeon is carried.  
Taking Cargo on through bills lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARE SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight measures, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]

Hongkong, 29th June, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
VIA PORTS AND SUEZ CANAL  
WITH LIBERTY TO CALL PHILIPPINE  
PORTS.  
Proposed sailings to Hongkong.  
1904. About  
RICHMOND CASTLE 5th July.  
"SE FILLANS" 15th July.  
"LOWTHER CASTLE" 31st July.  
For Freight and further information, apply to  
DODWELL & CO., LTD.  
Hongkong, 30th June, 1904.  
[147]

THE EAST ASIATIC COMPANY,  
LIMITED.

FOR MAREILLES, HIE AND  
COPENHAGEN.  
THE Danish Steamer  
"PRINSESSE M." will leave the above  
ports on WEDNESDAY, the 1st July.  
For Freight or Passage, apply to  
MELCHER & CO.,  
Hongkong, 17th June, 1904.  
[144]

INSULAR & ORIENT STEAM  
NAVIGATION CO., LTD.

INTERMEDIATE  
New and Well Appointed Crew & S.S.  
"SARDINIA" will be despatched to LONDON  
on or about 21st July.  
Has excellent accommodation FIRST &  
SECOND SALOON Passenger.  
To be followed by the Steamship  
"BORNEO",  
777 Tons, about 18th August.  
For further Particulars, apply to  
E. A. H. T.  
Superintendent.  
Hongkong, 24th June, 1904.  
[1568]

NIPPON YUSEN KAISAI  
AUSTRALIAN LINE.

SYDNEY AND MELBOURNE  
MANILA, THURSDAY ISLAND,  
TOWNSVILLE & BRISBANE  
THE Company's Steamship

"YAWATA MARU" will be despatched as above on FRIDAY  
the 2nd July, at 4 P.M.  
This well-known Steamer is specially  
fitted for service in the Tropics.  
Fitted with superior accommodation &  
modern fittings and improvements.  
Light and Refrigerator. Doctor  
always carried.  
For Freight or Passage, apply at the  
Local Branch Office in Prince's Street,  
First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 27th June, 1904.

## NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. Co.'s Steamer

"SOTRA"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of cargo by the above-named  
vessel are hereby notified that their Goods are  
being landed at their risk in the  
Hongkong and Pwloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery of the Goods as soon as the  
Goods are landed.

This vessel has on Cargo:—  
From London, ex s.s. *Caledonia*,  
Optional Cds will be landed here unless  
instructions are given to the contrary before  
5 P.M. To-day, the 27th inst.

Goods not landed by the 4th July, at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the Go-  
downs for examination by the Consignee and the  
Company's representative at an appointed  
hour. All claims must be presented within  
ten days of the steamer's arrival here, after  
which they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godown.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th June, 1904.

FRANSHIP "TONKIN"  
COMPAGNIE DES MESSEGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
*Argonne*, from Havre ex s.s. *Dordogne*,  
in connection with above Steamer, are  
hereby notified that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risks into  
the Godown of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., at Kowloon,  
where delivery may be obtained immediately  
after landing.

General Cargo will be forwarded on unless  
instructions are received from the Consignee  
before NOON, TO-DAY, the 29th inst., requesting  
it be landed here.

Goods of Lading will be countersigned by the  
Consignee on the 5th July, at NOON, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
5th July, or they will not be recognised.

All damaged packages will be examined on  
Friday, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1904.

OCEAN STEAMSHIP COMPANY,  
LIMITED.

CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godown of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 3rd inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, elated, and damaged Goods are to  
be left in the Godown, where they will be  
examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remain lying undelivered after the 5th prox.,  
will be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
8th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 27th June, 1904.

FOR NERVOUS  
EXHAUSTION

CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

SOLD IN  
Capsules, in Syrup,  
and in Wine

Increases vital energy and nerve force.  
Full instructions with each bottle.

CHAPOTEAUT—PARIS, FRANCE

1265-4

WALTHAM  
WATCHES

Stem winding  
Lever escapement

The best pocket timepieces  
in the world

1434-4

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, dispatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. O. De Brock, cruising  
off Shanghai.

Albion, battleship, 12,950 tons, 16 guns, Capt.  
Fremantle, off Shanghai.

Albatross, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. Rowland Nugent, Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
off Shanghai.

Andromeda, cruiser, 12,500 tons, Capt. Nelson  
Omanney, Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. O. M. Makins, Yangtze.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Fegen,  
off Shanghai.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. Henry M. T. Tudor, Shanghai.

Delphy, cruiser, 5,600 tons, 11 guns, Capt. J.  
Stokes, off Shanghai.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.  
Ernest G. Barton, China-wait-tao.

Fame, torpedo-boat destroyer, 350 tons, 6 guns,  
3,700 h.p., Lieut. Comdr. C. Asser, off  
Shanghai.

Fearless, gunboat, 443 tons, 12 guns, Comdr.  
Vaughan Lewis, Chamlo.

Glory, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Capt. A. W. Carter, off Shanghai.

Handy, torpedo-boat destroyer, 250 tons, 6 guns,  
4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve.

Humber, sloop, 1,640 tons, Comdr. John D.  
Daintree, Woosung.

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.  
Favckner, Hongkong.

Janus, torpedo-boat destroyer, 260 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. J. A. Gregory,  
off Shanghai.

Kinsha, river gunboat, 331 tons, Lieut. Comdr.  
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.  
G. Stopford, off Shanghai.

Moorth, river gunboat, 180 tons, 2 guns,  
Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain Greet, C.M.G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in  
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. J. Nicholas, Shanghai.

Rambler, surveying-ship, 583 tons, Comdr.  
Chas. E. Moore, Amoy.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.  
Aubyn Wake, Singapore.

Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. Vaughan, West River.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,  
Comdr. Thos. Jackson Yangtze.

Sandpiper, river gunboat, 35 tons, 2 guns, 240  
h.p., Lieut. Comdr. L. W. Jones, Hongkong.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.  
H. Moore, Singapore.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Ernest W. G. Davidson, on  
Yangtze.

Sparrowhawk, torpedo-boat destroyer, 360 h.p.,  
Lieut. Comdr. Codrington, off Chesney  
Island (2).

Taku, torpedo-boat destroyer, 250 tons, 6 guns,  
5,800 h.p., in reserve.

Tamar, receiving ship, 4,600 tons, 6 guns,  
Commodore C. G. Dicken, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. E. F. R. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A.  
eWilkinson, Shanghai.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,  
Lieut. Comdr. L. H. Keate, on Yangtze.

Vengeances, battleship, 12,950 tons, 12 guns,  
13,500 h.p., Capt. L. C. Stuart C.M.G.,  
off Shanghai.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,  
Comdr. Stuart St. J. Parghaz, en route  
Hongkong.

Vinago, torpedo-boat destroyer, 360 tons,  
in reserve.

Waterwitch, surveying-ship, 620 tons, 450 h.p.,  
Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 260 tons, 6  
guns, 5,900 h.p., Lieut. Comdr. Wells,  
Shanghai.

Wiven, coast defence ship, armoured, 2,750 tons,  
1,000 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. Hugh Somerville, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. Wason, Yangtze.

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NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE for  
any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.  
Eclair, British s.m. barque, J. McBryde—  
Standard Oil Co.  
Lynhurst, British 4-m. barque, Parrell—  
Standard Oil Co.  
Kentmere, British Ship, T. E. Burch—  
Standard Oil Co.

## AVERAGE MARKET PRICES

The Prices are given in Dollar Cents.

June 24th, 1904.

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## MARKET PRICES

The Prices are given in Dollar Cents.

June 24th, 1904.

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